

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph no. 37 line 4 page 15 with the following amended paragraph:

According to the second aspect of the invention, since the first and second electric motors may be stored in a body in one partial case, a number of parts and hence the cost of the unit may be reduced. It also enables ~~to~~ improved the accuracy for supporting the first and second electric motors. Still more, it enables the length of power cables of the first and second electric motors to be almost equalized regardless of the position of a controller for controlling them.

Please replace the paragraph no. 130 lines 6 and 7 with the following amended paragraph:

In the hybrid driving unit 7B shown in FIG. 7, among the four devices of the first electric motor 20, the second electric motor 23, the power splitting planetary gear 21 and the transmission 22, the former three devices are disposed on the input shaft 10 and the remaining transmission 22 is disposed on the output shaft 12. These are coupled to each other as described below and follows as shown in the figure.

Please replace the paragraph no. 138 line 39 page 65 with the following amended paragraph:

The first electric motor 20 comprises an AC permanent magnet synchronous motor (brushless DC motor) for example. It is stored between the partitions A and B and is disposed on

the outer diametric side of the input shaft 10 coaxially therewith. The first electric motor 20 has the stator 24 fixed to the inner peripheral face of the casing member 14 and the rotor 25 rotatably disposed on the inner diametric side of the stator 24 apart from the stator 24 by a predetermined air gap G1. The inner diametric side of the rotor 25 is formed into a cylindrical shape and stages 30 and 31 are formed at the front and rear outer peripheral faces of the cylindrical part. The casing member 14 rotatably supports the rotor 25 through an intermediary of bearings *a* and *b* fitted between these stages 30 and 31 and the partitions A and B while being positioned in the longitudinal direction. The sleeve 70 extending to the rear is fitted around the outer peripheral face of the input shaft 10 at the rear end of the cylindrical part. The edge of the sleeve 70 is coupled with the rear end of the rotor 25 and the rear end thereof is coupled with the sun gear S0 of the power splitting planetary gear 21 through the inside of the second electric motor 23 described later. The sleeve 70 is relatively and rotatably supported by the input shaft 10 through the intermediary of bearings *d* and *x* fixed to the outer peripheral face of the input shaft 10 and the sun gear S0 is relatively and rotatably supported by the input shaft 10 through an intermediary of a bearing *y* fixed to the outer peripheral face of the input shaft 10. It is noted as for the disposition in the longitudinal direction that the bearing *d* is disposed at the position corresponding to the bearings *b* and the bearing *x* is disposed at the position corresponding to the bearing *g* in the partition C. The casing member 14 rotatably supports the both ends of the input shaft 10 through the intermediary of the bearing *c* between the input shaft 10 and the rotor 25 provided at the position axially overlapping with the bearing *a* and ~~of~~ with the bearing *a* supporting the rotor 25 at the front end thereof, and through the intermediary of the bearing *x* provided between the input shaft 10 and the sleeve ~~10-70~~ 70 provided at the position axially

overlapping with the bearing *g*, ~~with~~ the bearing ~~*f*~~ *i* between the sleeve 70 and the rotor 29 of the second electric motor 23 and ~~with~~ the bearing *g* in the partition C supporting the rotor 29 of the second electric motor 23. Still more, a hollow cylindrical section is formed at the rear end of the input shaft 10, into which a boss section projecting from the front end of a front end coupling section 12b of the output shaft 12 is inserted. The bearing *z* is fitted between the inner peripheral face of the hollow cylindrical section and the outer peripheral face of the boss section. This bearing *z* supports the rear carrier plate CR0a of the carrier CR0 of the power splitting planetary gear 21 described later. Because the rotor 25 of the first electric motor 20 is rotatably supported by the casing member 14 and the input shaft 10 so as to be sandwiched by the bearings *a* and *b* fixed to the partitions A and B and by the bearings *c* and *d* fixed to the outer peripheral face of the input shaft 10 as described above, the position of the rotor 25 in the longitudinal and radial directions may be assured accurately. Accordingly, even if a force bending the casing member 14 in the vertical or horizontal direction acts on the casing member 14, the predetermined air gap G1 between the stator 24 and the rotor 25 may be kept accurately. It is noted that the first electric motor 20 is connected to the HV battery via the inverter as described above. The main function of the first electric motor 20 constructed as described above is to generate electricity and to charge the HV battery via the inverter based on the power split to the sun gear S0 of the power splitting planetary gear 21 described later.

Please replace the paragraph no. 165 line 6 page 80 with the following amended paragraph:

In the hybrid driving unit 7B shown in FIG. 9, among the four devices of the first electric motor 20, the second electric motor 23, the power splitting planetary gear 21 and the transmission 22, the former two devices are disposed on the input shaft 10 and the remaining two devices are disposed on the output shaft 12. These are coupled to each other as described below ~~and follows as shown~~ in the figure.

Please replace the paragraph no. 174 line 6 page 85 with the following amended paragraph:

In the hybrid driving unit 7B shown in FIG. 10, the front three devices among the four devices of the first electric motor 20, the second electric motor 23, the power splitting planetary gear 21 and the transmission 22 are disposed on the input shaft 10 and the remaining one device is disposed on the output shaft 12. These are coupled to each other as described below ~~follows as shown~~ in the figure.

Please replace the paragraph no. 187 line 7 page 91 with the following amended paragraph:

The power splitting planetary gear 21 is composed of the double pinion planetary gear disposed coaxially with the output shaft 12. The power splitting planetary gear 21 has the carrier (third rotary element) CR0 supporting the plurality of pinions P0, the sun gear (second rotary element) S0 engaging with the pinion P01 and the ring gear (first rotary element) R0 engaging with the pinion P02. The ring gear ~~≠~~ R0 of the power splitting planetary gear 21 is coupled with the input shaft 10, the sun gear S0 is coupled with the rotor 25 of the first electric motor 20 and

the carrier CR0 is coupled with the output shaft 12. The power splitting planetary gear 21 constructed as described above splits the motive power inputted to the ring gear R0 via the input shaft 10 to the first electric motor 20 via the sun gear S0 and to the output shaft 12 via the ring gear R0 based on the control on the revolution of the first electric motor 20. It is noted that the power split to the first electric motor 20 is used for generating electricity and the power split to the output shaft 12 is used for driving the vehicle 1.

The first electric motor 20 has the stator 24 fixed to the casing member 14 (see FIG. 1) and the rotor 25 rotatably supported on the inner diametric side of the stator 24. The rotor 25 of the first electric motor 20 is coupled with the sun gear S0 of the power splitting planetary gear 21 described later. The first electric motor 20 constructed as described above mainly generates electricity based on the motive power inputted via the sun gear S0 and drives the second electric motor 23 or charges the HV battery (hybrid driving battery) not shown via the inverter not shown.

Please replace the paragraph no. 194 line 5 page 95 with the following amended paragraph:

In the hybrid driving unit 7C shown in FIG. 12, all of the four devices of the power splitting planetary gear 21, the first electric motor 20, the second electric motor 23 and the transmission 22 are disposed on the output shaft 12. These are coupled to each other as ~~follows~~ as described below and shown in the figure.

Please replace the paragraph no. 207 line 7 page 101 with the following amended paragraph:

The power splitting planetary gear 21 is composed of the double pinion planetary gear disposed coaxially with the input shaft 10. The power splitting planetary gear 21 has the carrier (third rotary element) CR0 supporting the plurality of pinions P0, the sun gear (second rotary element) S0 engaging with the pinion P01 and the ring gear (first rotary element) R0 engaging with the pinion P02. The ring gear ~~≠~~ R0 of the power splitting planetary gear 21 is coupled with the input shaft 10, the sun gear S0 is coupled with the rotor 25 of the first electric motor 20 and the carrier CR0 is coupled with the output shaft 12. The power splitting planetary gear 21 constructed as described above splits the motive power inputted to the ring gear R0 via the input shaft 10 to the first electric motor 20 via the sun gear S0 and to the output shaft 12 via the carrier CR0 based on the control on the revolution of the first electric motor 20. It is noted that the power split to the first electric motor 20 is used for generating electricity and the power split to the output shaft 12 is used for driving the vehicle 1.

In the hybrid driving unit 7D shown in FIG. 13, all of the four devices of the transmission 22, the second electric motor 23, the first electric motor 20 and the power splitting planetary gear 21 are disposed on the input shaft 10. These are coupled each other as follows as shown in the figure.